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SUBJECT: EVALUATION OF "B" TEST MISSION NUMBER 1.

1. QUALITY SUMMARY: THE QUALITY OF THE IMAGERY PROVIDED BY THIS MISSION IS POOR TO FAIR AND IS COMPARABLE TO RECENT GLASS LAMP MISSIONS USING UNIT NUMBER B-24. THE IMAGERY HAS A SLIGHT OUT-OF-FOCUS APPEARANCE THROUGHOUT THE MISSION. IN ADDITION THE IMAGERY IS OF HEAVY DENSITY AND HAS A GRAINY APPEARANCE. DENSITY READINGS TAKEN BETWEEN FRAMES AND IN THE BORDER AREAS INDICATE A BASE PLUS FOG DENSITY OF APPROXIMATELY 0.35 AS COMPARED TO AN AVERAGE OF 0.12 FOR NORMAL 3401 MISSION MATERIAL. IT ALSO APPEARS THAT THE MATERIAL IS SLIGHTLY OVEREXPOSED. THE GROUND RESOLUTION AND INTERPRETATION SUITABILITY IS POOR TO FAIR. CLOUD COVER AND HAZE OBSCURE APPROXIMATELY 20 PERCENT OF THE ENTIRE MISSION.

2. MISSION DATA:

A. AIRCRAFT NUMBER 6700 WITH THE STANDARD "B" CONFIGURATION CAMERA, UNIT NUMBER 24, WAS USED ON TEST MISSION NUMBER ONE, FLOWN ON 18 SEPTEMBER 1968. MODE 5 WAS USED THROUGHOUT THE MISSION.

B. FILM TYPE 3401 WAS USED WITH A CAMERA EXPOSURE SETTING OF 1/360 AT F/10. PROCESSING WAS ACCOMPLISHED BY THE 544ARTW.

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3. ORIGINAL NEGATIVE:

A. EXPOSURE: THE MATERIAL IS CONSIDERED TO BE SLIGHTLY OVEREXPOSED THROUGHOUT.

B. DENSITY AND CONTRAST: THE DENSITY OF THE MATERIAL IS HEAVY AND OF HIGH CONTRAST.

C. IMAGE DEGRADATIONS:

(1) 9R SIDE: A PLUS DENSITY LINE, 4.35 INCHES FROM THE OUTBOARD EDGE AND 0.25 INCH WIDE, IS PRESENT FROM FRAMES 6 THROUGH 266. MINUS DENSITY SPOTS, 1.68 INCHES APART AND 2.32 INCHES FROM THE OUTBOARD EDGE, ARE PRESENT ON FRAMES 1 THROUGH 946. A PLUS DENSITY LINE BEGINNING IN THE BORDER AREA BETWEEN FRAMES 1947/1948 EXTENDS TO FRAME 2016 WHERE IT BEGINS TO WAVER AND ENTERS APPROXIMATELY 0.25 INCH INTO THE FORMAT AREA.

(2) 9L SIDE: A PLUS DENSITY BAND, 5 INCHES WIDE AND 2.0 INCHES FROM AND PARALLEL TO THE DATA BLOCK EDGE OF THE FRAME, IS PRESENT ON FRAME 2293.

(3) BOTH SIDES: INBOARD AND OUTBOARD ROLLER CHATTER IS PRESENT ON BOTH SIDES. HOWEVER, THE ROLLER CHATTER ON THE RIGHT SIDE IS MORE SEVERE. OUTBOARD EDGE FOG IS PRESENT ON BOTH SIDES.

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D. PHYSICAL DEGRADATIONS:

(1) 9R SIDE: PART 5 (FRAMES 1331-1596) WAS WRAPPED WHILE IT WAS WET, PRODUCING NUMEROUS EMULSION LIFTS. A MANUFACTURER'S SPLICE IS LOCATED IN FRAME 779.

(2) 9L SIDE: AN EMULSION SCRATCH, 22 INCHES LONG, BEGINS IN FRAME 1108 (1.3 INCHES FROM THE INBOARD EDGE) AND EXTENDS DIAGONALLY TOWARD THE INBOARD EDGE OF FRAME 1109. THIS SCRATCH IS ASSOCIATED WITH A FILM CREASE.

E. AUXILIARY DATA: THE EVENTS COUNTER SKIPPED NUMBER 2297. THE CLOCK FUNCTIONED PROPERLY THROUGHOUT THE MISSION.

F. OTHER: THE LAST TITLED FRAME IS 2297, COUNTER NUMBER 2298. THE FIRST FIVE TITLED FRAMES OF THE MISSION ARE PREFLIGHT. THIS MISSION IS CLASSIFIED CONFIDENTIAL WHILE ALL OTHER "B" MISSIONS, BOTH OPERATIONAL AND TEST FLIGHTS HAVE BEEN CLASSIFIED AS SECRET.

4. POSITIVES: THE POSITIVES CONTAIN NUMEROUS PLUS DENSITY SPOTS THROUGHOUT THE MISSION. THESE SPOTS APPEAR TO BE CAUSED BY AN EXCESSIVE AMOUNT OF DIRT PRESENT ON THE DUPLICATING STOCK DURING PRINTING. A SPLICE BETWEEN FRAMES 1180/1181 IS DEFECTIVE AND PARTIALLY SEPARATED.

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END OF MESSAGE